

B. E. TAYLOR,
Stevors.

Lighters and Steam Launches
Supplied.

ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES NO. 1710. 二月一十九年六十二精光 WEDNESDAY, JANUARY 2, 1901.

三月

四月

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED..... Yen 24,000,000
CAPITAL PAID UP..... 10,000,000
CAPITAL UNCALLED..... 6,000,000
RESERVE FUND..... 6,300,000

Head Office—YOKOHAMA.

Branches and Agencies—
TOKIO, KOBE, NAGOYA, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENTSIN, LONDON BANKERS—
THE LONDON JOINT STOCK BANK, LTD., LONDON BANK, LTD., THE UNION BANK OF LONDON, LTD., HONGKONG BRANCH—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent. " " 6 " " TARO HODSUMI, Manager.

Hongkong, 21st November, 1900.

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1895.

SUBSCRIBED CAPITAL..... 5,000,000
PAID UP CAPITAL..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies—
CANTON, PEKING, CHEFOO, PENANG, CHINKIANG, SINGAPORE, CHUNKHIA, SWATOW, FOOCHEW, TIENTSIN, HANKOW.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sends Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS, 3% per annum. Fixed Deposits for 3 months, 4% " " 12 " " E. W. RUTTER, Manager.

Hongkong, 14 January, 1901.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID UP..... £800,000
RESERVE LIABILITY OF SHAREHOLDERS..... £800,000
RESERVE FUND..... £525,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months... 4 per cent. " " 6 " " 3 " " T. F. COCHRANE, Manager.

Hongkong, 16th October, 1900.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital..... £1,000,000
Paid up Capital..... £324,374

HEAD OFFICE—HONGKONG.
Board of Directors—

Chun Kit Shan, Esq., D. Gillies, Esq., Chow Ting Shang, Esq., J. T. Lutts, Esq., Chief Manager, GEO. W. F. PLAIFAR,

Interest for 12 months, Fixed 5% Hongkong, 20th December, 1899.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital..... \$10,000,000
Reserve Fund—
Sterling Reserve..... \$10,000,000
Silver Reserve..... \$2,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

Committee of Directors:

W. A. SIBLES, Esq., Chairman
R. SHIVAN, Esq., Deputy Chairman
The Hon. R. A. Gray.

A. Harpy, Esq., R. L. Richardson, Esq., The Hon. J. J. Keswick, Esq., J. Sache, Esq., D. M. Jones, Esq., H. W. Shad, Esq., A. J. Raymond, Esq., Paul Witkowski, Esq.

Chief Manager—
Hongkong—Sir THOMAS JACKSON,
MANAGER—
Shanghai—H. M. BEVIS, Esq.

GARDEN BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 3½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

T. JACKSON,
Chief Manager.

Hongkong, 22nd December, 1900.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of £100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned AGENTS of the above Company are prepared to accept Fire-class RATES and CHINESE RISKS.

CURRENT RATES—
BIRMINGHAM & CO.,
Hongkong, 20th May, 1901.

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON, &c.	Bengal	S. Barghun	Noon, 5th Jan.	Freight or Passage.
SHANGHAI	Peninsular	T. Leigh	About 5th Jan.	Freight or Passage.
LONDON	Japan	G. K. Wright, R. N. R.	About 11th Jan.	Freight or Passage.
SHANGHAI	Shanghai	A. F. Street	About 12th Jan.	Freight or Passage.

(See Special Advertisement).

PASSENGER SEASON, 1901.

S.S. "PLASSY"	7,310 tons	March 30th	MARSEILLES and LONDON (Direct).
S.S. "SOBRAON"	7,382 tons	April 27th	WITHOUT TRANSHIPMENT.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 2nd January, 1901.

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IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

STEAMERS.

SAILING DATES.

PRINZESS IRENE	WEDNESDAY, 9th January, 1901.
PREUSSEN	WEDNESDAY, 23rd January, 1901.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 6th February, 1901.
SACHSEN	WEDNESDAY, 20th February, 1901.
KLAUTSCHOU, Hamburg-Amerika Linie	WEDNESDAY, 6th March, 1901.
RAYEN	WEDNESDAY, 20th March, 1901.
STUTTGART	WEDNESDAY, 3rd April, 1901.
KONIG ALBERT	WEDNESDAY, 17th April, 1901.
KONIG HEINRICH	WEDNESDAY, 1st May, 1901.
PRINZESSE IRENE	WEDNESDAY, 15th May, 1901.

WEDNESDAY, the 9th day of January, 1901, at NOON, the Steamship "PRINZESS IRENE" of the NORDDEUTSCHER LLOYD, Captain P. Wetton, with MAIIS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 7th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 8th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 8th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 2nd January, 1901.

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HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE of SPRUE, DYSENTRY, DIARRHOEA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY.

(Proprietors and Sole Manufacturers)

9, Old China Street,

Shanghai.

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"QUEEN'S CHOICE" LIQUEUR SCOTCH WHISKY.

PRONOUNCED BY CONNOISSEURS

TO BE

ONE OF THE FINEST WHISKIES EVER PLACED ON THE MARKET.

It possesses a delicate aroma, and is of great age and guaranteed purity.

\$12 Per Dozen.

THE VICTORIA DISPENSARY

AGENTS

Hongkong, 4th October, 1900.

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Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

BEST QUALITIES OF ASBESTOS GOODS AND PACKINGS:

HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT..... THOMAS SKINNER.

SUPERINTENDENT..... ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED. General Managers.

To-day's
Advertisements.

THEATRE ROYAL,
CITY HALL.

WEDNESDAY,
JANUARY 9TH, 1901.

Lessers and Proprietors:
Mrs. N. CHILDE, Messrs. A. H.
and H. J. POLLARD.

AFTER AN ABSENCE OF 4 YEARS,
GRAND RETURN VISIT
OF

POLLARD'S
LILLIPUTIAN
OPERA CO.
OF 50 PERFORMERS,
IN THE CHARMING JAPANESE
OPERA

"THE GEISHA,"
WITH FULL SCENIC, MUSICAL AND
LIMELIGHT EFFECTS.
FOR TWO NIGHTS ONLY.

FRIDAY, 11TH JAN.
For the First time in the Colony, The great
American production

"THE BELLE OF NEW YORK,"
in Two Acts of Six Scenes.
FOR 3 NIGHTS ONLY.

1ST MATINEE,
SATURDAY, 12TH JAN.,
AT 3 P.M.

CHILDREN HALF PRICE.
PLAN AT ROBINSON'S. PRICES AS USUAL.

If necessary, the Star Ferry Co. has kindly
consented to delay the last ferry to 17.15.
Arrangements have been made with the Peak
Tramway Co. to run a Special Train a quarter
of an hour after the Performance.

A. LEVEY, Business Manager.
Hongkong, 2nd January, 1901. [154b]

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI
SURG DENTIST.

TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [15c]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.
THE Company's Steamship

"SZECHUEN."
Captain Hall, will be despatched at above
on FRIDAY, the 5th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd January, 1901. [15c]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.
THE Company's Steamship

"SUNGKIAH,"
Captain Moore, will be despatched as above
on SATURDAY, the 5th instant, at 4 P.M.

The attention of Passengers is directed to
the Superior Accommodation offered by this
twin screw Steamer.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd January, 1901. [15c]

FOR NEW YORK VIA PORTS AND
SUEZ CANAL.

With Liberty to call at MANILA.
THE Steamship

"POLARSTJERNEN,"
will be despatched for the above Port, on
about the middle of January.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 2nd January, 1901. [15c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once.

Cargo remaining on board after the 5th
instant, at 2 P.M., will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside;
such Cargo impeding the discharge of the vessel
will be landed stored at Consignees' risk and
expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASOON, SONS & CO.,
Agents.
Hongkong, 2nd January, 1901. [15c]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.

THE Company's Steamship

"SADO MARU,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godown at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
goods are landed.

Optional goods will be carried on unless
instructions are given to the contrary before
NOON, TO-DAY.

Goods not cleared by the 9th instant, will
be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in
the Godowns and Notice of same sent to this
Office before the 1st instant, or claims in
respect thereto will not be entertained.

If we are to have a Sanitary Board why is
it that we cannot have one whose opinion
will carry some weight and who can exercise
some sort of control? As matters now stand
the Sanitary Board might just as well be
done away with. There would certainly be
less bickering and sanitary affairs would be
just as well if they were looked after as at
present.

To-day's
Advertisements.

NOTICE.

We have authorised Mr. G. E. HUYGEN
to SIGN our FIRM per PROCURATION.
WENDT & CO.
Hongkong, 1st January, 1901. [1c]

NOTICE.

THE BUSINESS of BURNIE and GODDARD,
Marine Surveyors, will in future
be carried on under the Name of "GODDARD
and DOUGLAS".
Mr. JAMES TERRY DOUGLAS has been
admitted a PARTNER from This Date.
F. D. GODDARD.
Hongkong, 1st January, 1901. [1c]

NOTICE.

M. R. O. I. ELLIS will CEASE SIGNING
our FIRM (per PROCURATION) from
This Date.
S. J. DAVID & CO.
Hongkong, 1st January, 1901. [1c]

NOTICE.

OUR SENIOR, Mr. H. CESAR ERDMANN
RETIRED from our FIRM on the 31st
December, 1900, but will remain a DORMANT
PARTNER until further Notice.
Mr. MARTIN EDWARD FERDINAND MARCH,
Mr. ADOLF CARL SCHOMBURG,
Mr. WILHELM WIEDERHOLD,
Mr. EDWARD MORITZ HANS SCHURART,
To-day been admitted PARTNERS.
CARLOWITZ & CO.
Hongkong, Hamburg and China,
1st January, 1901. [1c]

PUBLIC AUCTION.

MESSRS. HUGHES and HOUGH have
received Instructions from the Owner
to sell by
PUBLIC AUCTION,
IN ONE LOT,

SALES ROOMS.

ALL THAT Piece or Parcel of GROUND
situate lying and being at Victoria, in the
Colony of Hongkong and registered in the
Land Office as INLAND LOT No. 1,090,
together with the Messing or Tontement
Erections and Buildings thereon known as
"HILLION" BONHAM ROAD, held from the
CROWN for a Term of 999 years from the
25th day of December, 1892.

Total Area 65,815 Square feet, Crown Rent
\$100 per Annum.
For further Particulars and Conditions of
Sale, apply to

Messrs. JOHNSON, STOKES
and MASTER,
Solicitors for the Vendor,
or to
The Auctioneers.
Hongkong, 2nd January, 1901. [1c]

The Auctioneers.

Fancy Boxes, Cut Glass Bottles,
Perfumes and Articles suitable for
Presents.

A. S. WATSON & CO. LIMITED.

ESTABLISHED A.D. 1841.

BIRTHS.

On the 25th December, at Shanghai, the wife
of R. C. DA SILVA E SOUZA, of a son.

On the 27th December, at 12, Woosung
Terrace, Shanghai, the wife of C. C. WILLIAMS,
of a son.

DEATH.

At Singapore, on 22nd December, Mrs.
LUCIE, the wife of Sir Lionel Cox, Chief Justice
of the Straits Settlements. R. I. P.

Business hours:—9 A.M. to 5 P.M.

ADVICE FREE.

LET 'EM ALL COME!
and
O, LISTEN TO THE BAND!!

NEW BICYCLES, TYRES, TUBES,
ACCESSORIES and FITTINGS, just
to hand in all Grades, Styles and Designs.

We want but little here below,
But want it rather long!
So buy your little for at the
DRAGON CYCLE DEPOT,

11, D'Aguilar Street,
and call again to thank us.
The "Imperial Arthur" English Bicycle,
1900 model.

Just given away at American rates.

The "Pennant" American Cycle,
Presented with compliments and a trifling
impost.

Also—but come and see the others.

We are also Mechanics and Electricians,
and undertake and guarantee repairs in this
line. We are especially at home with Type
Writers, Sewing Machines, Electric Bells,
Typhooed Dredgers, Corkscrews, Mandarins
and Soda Water. Bicycles don't count, as we
simply make them, but not out of the rust-
eaten plating of the clear defunct Spanish fleet,
picked up at intervals on the Kowloon Beach,
not from time-expired Buckets from Kennedy's
stables.

Hongkong, 1st December, 1900. [1463b]

NOW READY.

A PAMPHLET

ON
SOME SERIOUS LOCAL PROBLEMS
AND

A FEW SUGGESTIONS FOR DEALING
WITH THEM.

BEING A LECTURE DELIVERED
BEFORE

THE ODD VOLUMES SOCIETY

BY

MR. H. E. POLLOCK,
Barrister-at-Law.

To be obtained at the OFFICE of This Paper.

PRICE 50 CENTS.

Hongkong, 1st January, 1901.

NOTICE.

THE OFFICES of the "HONGKONG
TELEGRAPH" have this Day been
removed to NO. 50, QUEEN'S ROAD
CENTRAL, Second Floor, (the premises
formerly occupied by Messrs. POWELL & CO.,
to which address all communications should
be addressed.)

Eric F. SKERTCHLY,
Manager.

Hongkong, 1st January, 1901.

REUTER'S TELEGRAMS.

THE OPERATIONS IN BRITISH
SOUTH AFRICA.

LONDON, December 30th.

REUTER'S TELEGRAMS.

THE OPERATIONS IN BRITISH

SOUTH AFRICA.

LONDON, December 30th.

General Kitchener has been entrusted with
the settlement of the Ingogo district, and
Generals Jones and Macdonald will conduct
operations against the invaders.

FAILURES ON THE STOCK

EXCHANGE.

Thirteen failures occurred on the London
Stock Exchange on Saturday, owing to the
embarrassments of the London and Globe
Financial Corporation, of which Lord
Dufferin is Chairman.

OBITUARY.

The death is announced of Lord William
Beresford.

LOCAL AND GENERAL.

DURING the week ended 29th December, 1900,
the following cases of communicable disease
were reported as occurring in the Colony:—
Bubonic Plague, one case; Puerperal fever, two
cases, one death, Chinese.

THE Hon. Treasurer of the Alice Memorial
and Nethersole Hospitals begs to acknowledge
with thanks the following donation to the
funds of the Hospitals:—

Pawnbroker's Guild..... \$100

A Patient..... 5

MR. SIMS REEVES, the great singer, whose
death was announced a short time since, has
died practically penniless, and no provision
has been made for his young wife and child of 4
years of age. This says the *Morning Leader*,
was expected.

THE Roman Catholic Cathedral was well filled
on Monday night to witness the New Year in.
The Recitation of the Penitential Psalms took
place at eleven o'clock, followed at twelve by
Pontifical High Mass, exposition of the Most
Blessed Sacrament, Te Deum and Benediction.

"HORRIBLE! Horrible!" gasped the first
passenger, during a terrible storm at sea. "The
captain says we are likely to go ashore at any
minute."

"Thank heaven for that!" fervently ex-
claimed the seasick person who had taken no
interest in anything up to that time.

THE Union Church entertainment passed off
very well on Monday night. Singing was
heard, and following the musical evening a
supper in which a numerous gathering participated,
occupied the attention of those present.
Then a little after eleven the watch-night service,
was ushered in in prayer.

WE are glad to note in a recent *Gazette* that
the Chinese in the New Territory have been
requested by the Government to preserve the
few remaining large trees; there are few enough
left, those standing being chiefly round the
villages or temples, some of the trees themselves
being used as joss, and offerings presented
under their shade.

WE notice that the death is reported in *Straits*
papers of Lady Cox, wife of Sir Lionel Cox,
Chief Justice for the Straits Settlements. Lady
Cox was suffering from blood poisoning, and
her condition became so serious that the Chief
Justice adjourned the Assizes in order to be
with her. She died early on the morning of the
22nd ult. Lady and Sir Lionel Cox came
to Singapore in 1893.

THE Variety Concert at the City Hall to-morrow
night promises to be a great success, a very
strong programme has been arranged consisting
of songs, humorous or otherwise, Banjo
solos, stump speeches, step dances, band selections,
etc. Amongst the performers names we
notice Lieut. Walwyn, Sergt. Viggers, Messrs.
Lammert, Grace, Husted, O

Esq., F. W. White, Esq. Judges—J. Rodger, Esq., H. Summers, Esq. Timekeepers—C. Lassarre, Esq., H. Mackenzie, Esq. Clerks of the Court—E. G. Burke, Esq., W. Hardwick, Esq. Handicappers—W. Armstrong, Esq., R. Dickie, Esq., Geo. A. Cawleff, Esq., R. Dickson, Esq., T. Vale, Esq. Stewards—J. Lochead, Esq., R. Ferguson, Esq., F. W. White, Esq. Lap Scooter—W. Farmer, Esq. Starter—R. Berwick, Jr., Esq. Hon. Secre-

HOCKEY.

The Hongkong Hockey Club will play a match at 4 p.m. to-morrow on the Club ground at the Happy Valley against the officers of the Kowloon Garrison. The following will be the Club team:

Major Mould, r.e., (goal), Capt. Loring, r.a., and Capt. Bowley, r.a.m.c. (backs), H. W. Stade, r.f., Dr. Deacon, (captain) and H. Strong, r.m.l.i. (backs), J. Hooper, A. C. J. Stevens, r.e., G. Gibson, r.n., Hazel, r.n., and Capt. Dykes, r.a., (forwards).

AT THE MAGISTRACY.

RETURNING FROM BANISHMENT AND STEALING.

Chung Tai, Alias Chau Sing a cookie, was before Mr. Hazelton this morning charged with (1) disobeying an order of banishment (2) stealing a jacket. He was seen yesterday by the master of a junk, breaking open a box and stealing a cotton jacket. The master arrested him and this morning it was discovered that he had been banished in 1897 for five years.

This Worship sentenced him to a year's hard labour for returning from banishment, and four days' hard labour on the charge of larceny. N. C. D. News.

GAMBLING.

Sergeant O'Sullivan brought eight gamblers before Mr. Kemp this morning. A raid was made on 3 Yap Lai Lane ground floor last night, and they were found playing *fa-tan*. The evidence of Chinese Constable No. 204 was heard. He went to the place and watched the game for some time. They recognised him however and stopped the game. He saw the first man receiving 20 cents and, being the banker, deducting one cent as commission. Sergeant O'Sullivan also went into the witness box.

This Worship ordered the first defendant to pay \$15 or go to prison for a month for being keeper of a common gambling house and the remainder were fined \$3 or ten days for gambling.

INTRIGUING THE RIGHTS OF THE POST OFFICE.

Lance-Sergeant Kent brought a Chinaman up before Mr. Hazelton today. He arrested him and charged him with having been found with 16 letters in his possession which had not passed through the proper channel. They had no stamps on and, of course, should have gone through the Post Office.

Mr. Lewis (Acting Post Master General) present.

His Worship convicted the defendant and fined him \$100 or two months' hard labour.

CANTON NOTES.

[From Our Own Correspondent.]

CANTON, December 26th.—
ROBBERS STILL BUSY.
An account of the robberies and lootings which occur daily will fill a good sized sheet. The native papers report some of these, but the majority are either unheard of or pass unnoticed. A few days ago a case of looting occurred at the village of Pa Hau in the Shueung Pun U, about forty miles north of Canton. This village contains about four hundred houses. The village was surrounded during the afternoon by a large band of robbers, and while some kept guard others went through the village and demanded money and valuables from the people. A large quantity of rice and clothes were also carried away. The villagers complain bitterly because they are not protected. The soldiers will do nothing to help them. On the other hand the soldiers complain that they are too few in number to attack such bands of robbers, and there is no use in attempting the impossible.

GUARD STATION ATTACKED.
Last Wednesday some robbers surprised the guard station at Lung Wan in the Pun U, and killed four soldiers. These soldiers had been active in arresting some thieves, and in revenge their station was surprised and in the fight which followed four of the guards were killed.

GUARD BOAT BURNED.
A band of upwards of three hundred soldiers was sent on Thursday last to assist the Hop Toi of Shui Hing to hunt down some robbers who are operating in the neighbourhood of Kwai Lam Tau on the borders of Kwang Siu. It appears that the presence of a boat at Kwai Lam Tau was resented by the robbers, and it was ordered to move on by the robbers. The captain refused to accommodate them, and therefore the boat was attacked and the guard driven away. One man was killed and the boat set on fire and completely destroyed. It is to capture the perpetrators of this outrage that soldiers have been sent from Canton.

LAUNCH PIRATED.
The launch that went between Canton and Young Kong was robbed on its last trip. The launch was attacked when in the neighbourhood of Kong Man, and it is evident the robbers had been informed that their efforts would be rewarded, for they went to work in such a way that it was very plainly to be seen that they were looking for some special prize. Nor were they disappointed. A sum of \$1000 was on board, and having secured this, the robbers made haste to depart. One man who attempted to defend his property was killed.

December 31st.

DISTURBANCE AT KOI TU.
A French gunboat has gone up the West River to assist in protecting the Catholic Christians at Ko-i-Tu. It appears that some trouble arose between the converts and their neighbours. How the trouble arose has not yet been made clear. According to the converts their beaten neighbours attempted to deprive them of some land to which the converts were legally entitled. The converts banded together to defend their property and a conflict followed, in which a non-Christian was killed. In revenge, the friends of the dead man gathered a crowd and destroyed some property belonging to the Catholics. The matter was brought before the officials and an indemnity demanded for the property destroyed. The officials have another story to tell. According to them, the trouble arose over a dispute about some land but had nothing to do with religion. The Catholics killed a man and the friends of the dead man in turn destroyed some property belonging to the man who had done the killing. The Catholics then reported the matter to the French consul as a case of persecution of Christians, with the result that a gunboat was sent up the river and an indemnity amounting to many thousands of dollars demanded. It makes little on which side the truth lies, the Chinese will have to pay. This may be the way to keep the Chinese quiet, at least, for the present. They must submit, because they cannot help themselves. But such action tends greatly to embitter the Chinese against everything foreign.

THE CRISIS IN CHINA.
SHANGHAI.

The Imperial Advance Courier.

A Hsin telegram to-day states that the Emperor has already signified his desire that General Ma Yiliu should act as his Majesty's advanced bodyguard when the Emperor leaves Hsian for Peking.

—

The Chu-chou Massacre.

A Hangchow dispatch reports the arrest at a place near Hangchow, on Christmas Day, of Chou, ex-Captain of the Chu-chou garrison, who appears to have been deeply implicated in the massacres in the city last July. The prisoner is now confined in the Chientung district magistrate's yamen, awaiting trial.

—

Alarms and Excursions.

TIENTSIN, December 27th.—The Fourth Brigade is leaving for Yangtze on Christmas Day, the Boxers reported to be in strength to the westward of that station. Various reports of bodies of Chinese advancing have been current lately that have come to nothing, but the information is presumably reliable on this occasion.

The general attitude of the Chinese is sullenly insipid. They are obviously awaiting a chance. The peace terms are disbelieved here.

There are four notorious Boxer leaders associated with Li Hung-chang and Prince Ching. They are reported to have been recently lurking the leaders outside Peking to rise again. N. C. D. News.

TIENTSIN.

Affairs in the North.

(From Our Own Correspondent.)

TIENTSIN, December 14th.

The river which closed somewhat abruptly on the 8th inst. has opened slightly again, and the steamers which hung on at the Bar in a not unjustified hope that the situation would improve, have managed to reach Tongku yet once more, but the passage for them has to be kept open by steam launches continually plying to and fro to keep the ice moving. Some \$10,000 worth of cargo, provisions, which it was feared would have to go back to Shanghai has thus been landed within the past two days though several steamers with fully as much in Christmas goods have already left for the south, and the loss sustained is very heavy. Every three days seems to bring a radical change in the weather, and after three days of delightful still cold, we see in for another bout of icy winds, slating is in full swing, and will this year be enjoyed in the open, it being deemed impracticable to have a closed rink. Providing we do not get more than our share of dust, few persons will bemoan this decision perhaps.

The Chinese telegraph which I wrote you about the early part of last month has been permitted by the German and British Authorities and will open here in a few days. It is a matter of no little surprise to some why they should have permitted it, as circumstantial evidence has been fairly clear and strong as to its being Sheng's line whatever the Cables may say to the contrary, though it is not generally known whether they have said anything to the contrary or not. Whether the Authorities think that the Chinese cannot do any harm with the line or are indifferent to what they do or are merely tempted by the prospect of getting their messages cheaper, I know not. As Sheng is bound by agreement with the Cables to take foreign messages for Europe at the same rate from Peking as the Cables now charge from Shanghai, Sheng making his money out of the one third which the Cables pay of all European messages, passing through their hands from his lines. Where the pull of the Cables comes in is not quite clear, but as Sheng is reported to have defrauded a good part of the expense of the cable to Taku, they were presumably not in a position to thwart his plans.

The Germans are the most active Power in the North now, and unfortunately a little too active. Without any publicly announced policy, they appear to be carrying out a general plan of indiscriminating extermination, alternating with a system of lost which would seriously hamper our negotiations with China were she to undertake them seriously in the spirit of Western diplomacy, and must in China's case fear give rise to knotty problems in the future. I do not believe all the stories I hear about the Germans, because to do so would be inconsistent with my respect for the nation whose interests are so closely allied with our own in this campaign, and no Germans at a distance would believe the tales of treachery, and greed which are unfortunately circulating, in the most reliable quarters too. But there is no denying the grievous mistake that the German authorities have just made, the consequences of which may be serious enough.

Income Tax.—It will be in the recollection of the proprietors, that the last report showed, by reference to actual figures, the fallacy of the system adopted by the Inland Revenue Authorities, and sanctioned by the Income Tax Commissioners, for the purpose of levying income tax on shipping profits, irrespective of adequate allowance for the waste and wear and tear of ships. It is satisfactory now to mention that the Commissioners have recognised that the principle in question was an erroneous one, and have modified it accordingly, although, notwithstanding, in the extent which the directors have shown to be necessary in the Company's case. The Commissioners now propose an allowance of only 4 per cent. on original cost instead of the 5 per cent. allowed during half a century previous to the new departure of the Inland Revenue, in the assessment of shipping profits.

Depreciation Fund and Suspense Account.—The profits of the year, coming as they do to a considerable extent from the employment of ships in transport work, enable the directors to make exceptional appropriations towards the depreciation fund and suspense account—the latter being regarded, as the proprietors are aware, in the light of a dividend adjustment at a count. They have accordingly set aside a sum of £182,000 as extra depreciation, raising the amount charged to £500,000, and they have suspended suspense account with £162,791, which brings the balance of that account to £250,000. The proprietors will not fail to recognise the prudence of these measures for the permanent welfare of the company.

General Summary.—The employment of so many vessels in the transport service during the past year would render any comparison of the published accounts with those of the previous year, inadequate or misleading. For instance, the revenue under the head of freight, charters and transport services (£1,915,811) shows a large increase beyond the returns of the previous year, which is exclusively due to transport work, inasmuch as the actual freight earned was less by nearly £73,240. This may be accounted for by the fact that so many vessels were withdrawn from their ordinary employment, and also by the collapse of the trade between India, China and Japan due to overstocked markets in China, and to the high price of cotton which brought the working of the Bombay mills down to zero. Apart from this, the causes of the freight returns would have shown a better result than last year, as rates were on the whole higher, and cargo was fairly plentiful, except in the Bombay trade.

The passenger receipts which were at one period of the year considerably diminished, owing to the disturbance of traffic caused by the South African war, fortunately recovered towards the end of the year and are only £6,000 below the revenue of the previous year, which showed the best result in this branch of work ever attained by the company. The operations of the year have been affected unfavourably by a loss, it exchange, exceeding that of the previous year. The expenditure tends to increase in almost every direction. The continuance of

has been felt by the Chinese at the execution last week of Tan Men-huan, the expectant Taotai, who was a brigand in the days of the China-Japan war and was bribed with an office to keep him quiet. Lately he has found squeezing compradores in foreign employ a lucrative adjunct to his professional duties, and the compratore persuasion were consequently generally jubilant when his capture and sentence of death were announced. Not that compradores have had an especially bad time of it by any means. First they waxed rich through the sales of arms and ammunition, and now they are making a fat living out of furs and silks etc. which they are buying up in large quantities, knowing full well that the official world will be glad to get back their looted property at almost any price presently. The native attitude in Tientsin is growing daily more insolent and intolerant. One reads of great brutality committed in sport by German and French soldiers at Taku, but really those who experience the cool insolence of look and tone in the servants they have taken back or engaged since the siege are almost inclined to condone any ruffianism. If things go on at this rate it seems as if the only remedy will be to institute a law by which every Chinaman in the Settlements or in foreign employ must kowtow, or at least salute the white man when he addresses him. I am certain that an outward and visible recognition that we are the conquering races would have a wholesome effect.

Dividend.—The directors have much pleasure in recommending the payment of dividends and bonus as follows:—On the preferred stock at the rate of 24 per cent., making, with the interim payment in June, a total distribution for the year of 5 per cent.; on the deferred stock a dividend at the rate of 6 per cent., and a bonus of 3 per cent., making, with the dividend in June of 33 per cent., a distribution of 13 per cent. on this stock for the year.

plague in India and in China interferes greatly with labour and enhances its cost. The great advance in coal prices does not operate in the present account, owing to contracts entered into before the great rise took place, but it must assume considerable proportions in the coming year. Apart from the uncertainty as to how far trade in China may be affected by the state of semi-war and confusion which has arisen there, the business prospect of the coming year is not unfavourable. The Australian Colonies show decided signs of progress, and the rainfall in India has been such as to afford the prospect of fair crops, and therefore of a good export season. The release of a large amount of tonnage which has been employed in the South African expedition, will probably have an effect on freights which are at present by no means high, taking into account the advance in the cost of fuel and other requisites of steam navigation.

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LEGAL.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

HARDOON v. BELLIOS.

This was an appeal from an order of the Supreme Court of Hongkong of February 28th 1899, affirming a judgment of Chief Justice Carrington.

Mr. Latham, Q.C., and Mr. Whinney were counsel for the appellant; Mr. Joseph Walton, Q.C., and Mr. R. J. Parker for the respondent. The appellant alleged that in April, 1891, he became the registered owner of fifty shares of £1 each in the Bank of China, Japan, and the Straits (Limited), that he sold the shares and executed a blank transfer of them, that the bank subsequently went into liquidation and he was placed on the list of contributories, that the liquidator had recovered judgement against him for £402 for calls, and that the respondent was the true owner of the shares, and was liable for all calls, and he claimed to be indemnified accordingly. Mr. Bellios submitted that he was not the owner but merely the holder of the shares as pledges, they having been deposited with him as security for liabilities which he had incurred in respect of Mr. G. L. Coxon and others, and that he had never had any beneficial interest in the shares but was bound to return them on payment of the moneys due. The circumstances were somewhat involved. The appellant was a clerk to a firm of sharebrokers at Hongkong, and the shares were taken in his name by his employers, who paid the allotment money and the first two calls. About June, 1891, a syndicate of seven persons, of whom Mr. Coxon was the moving spirit, had been formed to deal in the Hongkong and Shanghai Banking Corporation. Messrs. Bellios and Co. agreed to finance the venture, and obtained certain letters of credit for the purpose. With the proceeds of these, shares in the Hongkong and Shanghai Banking Corporation were purchased and deposited as security for the advances. In addition, by way of margin and further security, other shares, including the fifty in the Bank of China in the appellant's name, were given to Messrs. Bellios. In consequence of a fall in exchange and in the value of the shares in the Hongkong and Shanghai Bank, the Syndicate's operations resulted in a considerable loss, and Messrs. Bellios in October, 1892, closed the accounts of the syndicate in their books. The shares in question were, with others, taken over from the syndicate by Messrs. Bellios and Co. at their then market value, and the proceeds credited to the members of the syndicate in proportion to their interests in the concern. On these facts, briefly stated, the Chief Justice came to the conclusion that Messrs. Bellios, by their manner of dealing with the shares, had altered the character of their holding from that of pledges to that of beneficial owners; but that they had never expressly contracted to indemnify the appellant in respect of the shares or come into any relations with him from which a contract of indemnity could be implied. On that ground the appellant was nonsuited. On appeal, the Supreme Court (consisting of the Chief Justice and Mr. Justice Wise) affirmed that result, holding, in addition, that the appellant had not satisfied the onus which lay upon him of establishing that the relationship of trustee and *cestus que tristis* subsisted between him and the respondent. From these judgments the present appeal was instituted.

At the close of the arguments, Lord Hobhouse said their Lordships would take time to consider their judgment.—L. & C. Express.

NOTANDA.

CALENDAR.

JANUARY.

Meteorological news based on fifteen years' observations to 1898.

Banometer	30.69
Thermometer	59.7
Humidity	74
Rainfall	1,545

TO-DAY.

WEATHER REPORT.	On date at 10 a.m.	On date at 4 p.m.
Banometer	30.16	30.08
Temperature	65	66
Humidity	77	76
Rainfall	—	—

TO-DAY.

Wednesday, 2nd January, 1901.

Chinese—20th of 12th moon of 26th year of Kuang-szu.

Sun—Rises 6hr. 38min.

Sets 5hr. min.

High water—Morning 7hr. 50min.

Afternoon 9hr. 41min.

Low water—Morning 8hr. 22min.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION:

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU.....	KOBE and YOKOHAMA.....	FRIDAY, 4th Jan., at Daylight.
KAMAKURA MARU.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and Port Said.....	FRIDAY, 4th Jan., at Daylight.
MIKE MARU.....	HONOLULU, VIA SINGAPORE and COLOMBO.....	FRIDAY, 4th Jan., at Noon.
HITACHI MARU.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and Port Said.....	FRIDAY, 11th Jan., at Daylight.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 29th December, 1900.

HAMBURG-AMERIKA LINIE.

(Freight Service).

NORDDEUTSCHER LLOYD.

(Freight Service).

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NORDERNEY	MARSEILLES, HAVRE & HAMBURG	12th January.
Pesch	(LONDON with transhipment in HAMBURG)	Freight.
SAMBIA	HAVRE and HAMBURG.	22nd January.
SILESIA*	(LONDON with transhipment in HAMBURG)	Freight.
Bahle	HAVRE and HAMBURG.	January 9th.
SIBIRIA*	HAVRE and HAMBURG.	February.
Braun	(LONDON with transhipment in HAMBURG)	About 18th.
FREIBURG	HAVRE and HAMBURG.	February.
Proess	(LONDON with transhipment in HAMBURG)	About 28th.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.

27] TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

Saturday, 12th Jan., 1901, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

Thursday, 7th Feb., 1901, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).

Saturday, 2nd Mar., 1901, at Noon.

TWIN SCREW STEAMSHIP.

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th January, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 18th December, 1900.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 16th January.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 13th February.

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 19th December, 1900.

[1473]

THE Steamship

"AUSTRALIAN,"

Captain Helms will be despatched at above TO-MORROW, the 3rd January, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIB, LIVINGSTON & CO., Agents.

Hongkong, 17th December, 1900.

[1473b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA,"

Captain R. W. Almond, will be despatched as above TO-MORROW, the 3rd January, 1901, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOME & CO., General Managers.

Hongkong, 29th December, 1900.

[1533b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WHAMPOA,"

Captain Laver, will be despatched as above TO-MORROW, the 3rd January.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 31st December, 1900.

[1530b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE,"

Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 9th January, at Daylight.

For Freight or Passage, apply to

SHEWAN, TOME & CO., Agents.

Hongkong, 26th December, 1900.

[1537b]

CONSIGNEES.

OCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai, and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 2nd January will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 28th December, 1900.

[1537b]

NOTICE TO CONSIGNEES.

S.S. "FOLMINA,"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th January, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th January, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th January, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED.

Agents.

Hongkong, 29th December, 1900.

[1534b]

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR) AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

TAKING CARGO TO QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIWAN,"

Captain Nelson, will be despatched as above on SUNDAY, the 6th January.

BY THE MAIL

(From Home Papers.)

A Calamity in the Wine Trade.

A unique incident in the champagne trade is announced. The whole of the Pommery and Greno vintage for 1865 has been withdrawn, owing to a certain percentage of the wine having shown a white sediment.

The Order of the Bath.

The Queen has been graciously pleased to give orders for the following appointment to the Most Honourable Order of the Bath.—To be an Honorary Member of the Civil Division of the First Class, or Knight Grand Cross, of the said Most Honourable Order His Highness Prince Albert John Charles Frederick Alfred George of Schleswig-Holstein.

Church Ceremonial.

In a letter to the Archdeacon of London and Middlesex, Dr. Crichton states that complaints of illegal ceremonial have been laid against five clergymen "by one person, whose address is a London club, and who gives no evidence of his connection with any one of the parishes concerned." But it is "emphatically provided" in the Act of 1874 that complainants must be parishioners, he has found himself unable to allow the accusations to proceed.

More Cables Wanted.

Great complaints are heard of late in German mercantile circles concerning the insufficiency of the telegraphic communications between Germany and Great Britain. It has been stated that merchants on the cotton bourse at Bremen very often prefer to let telegrams from Liverpool take their way to New York, because they arrive sooner in Germany than if they came from Liverpool. The German Chamber of Commerce intend to plead for the laying of a new submarine cable to England.

Sir William MacCormac.

The Queen, says the *Gazette*, has been pleased to give and grant unto Sir William MacCormac, Bart., K.C.V.O., President of the Royal College of Surgeons of England, Her Majesty's Royal Licence and Authority that he may accept and wear the Cross of Commander of the Legion of Honour, conferred upon him by the President of the French Republic, in recognition of services which he rendered to the French wounded during the war of 1870-71, as well as to the International Medicine Congress held during the recent Paris Exhibition.

A New Line to the Far East.

A despatch has been received at the Foreign Office from H.M. Consul-General at Havre, stating that the Chargeurs Réunis Company intend to inaugurate, in the course of the next few months, a new line of steamers between France and Indo-China. The departures will be from Dunkirk, and will take place once a month. The steamers will touch at Havre, and will proceed to Saigon and Haiphong. The ports of call after leaving Havre have not yet been finally settled. Six large steamers which are now under construction at Havre and St. Nazaire will be assigned to the new service, as well as the *Amiral Aubé*, *Amiral Baudin*, and *Amiral Courbet*, which are now in use on the Lorenzo Marquez and Madagascar Line.

Obituary.

The following deaths have recently occurred:—M. Valfrey, better known in London as "Whist" of the *Times*. M. Valfrey was formerly in the diplomatic service, but he abandoned the career on the fall of the Conservative Party in 1878. Since then he had acquired a considerable reputation as a writer on foreign politics. Mr. John Lawson Johnston, the inventor of Braille, and the chairman and founder of the company bearing that name. Mr. Johnson was the holder of the Royal Humane Society's Gold Medal for saving life, and was made a Fellow of the Red Cross Society of France by the late Marshal McMahon. Dr. Otto Kersten, the African explorer. Dr. Kersten accompanied Baron von der Decken in his expedition to Kilmandjaro, in the middle of the sixties, most of the members of which were massacred by Somalis. He was the author of a standard work on Zanzibar.

Mr. Chamberlain.

Mr. Chamberlain returned to England on 24th November after a pleasant trip to Gibraltar, a voyage on board H.M.S. *Cesare* thence to Malta, a stay in Rome, and a visit to Milan. The Colonial Secretary left Italy on 23rd November, and travelling by the Basle-Calais express had a smooth passage across Channel and reached Victoria by the ordinary train in company with Mrs. Chamberlain, her mother, and Mr. Austen Chamberlain. No special arrangements had been made for Mr. Chamberlain's arrival, the railway authorities having received no notification concerning his movements. Small knots of passengers about the platform, however, recognised and promptly saluted the right hon. gentleman as he and his party emerged from the boat express. Mr. Chamberlain looked extremely well, and had evidently derived considerable benefit from his journey. The party drove to Mr. Chamberlain's town house in Prince's gardens.

Sir Arthur Sullivan's Last Work.

A contemporary is able to state that Sir Arthur Sullivan left a fully completed work, the existence of which has hitherto been unknown to many of his friends. It is a *Te Deum*, written, of course, to English words, and now in the possession of the authorities of St. Paul's Cathedral, for whom it was expressly composed, to be performed at the special service which will be held on the proclamation of peace. Sir Arthur put the finishing touches to this composition a very short time ago, and it is understood to be even now passing through the hands of the printers. Apart from this, Sir Arthur has, it is stated, left no complete composition that has not hitherto been heard; for although the greater part of the music of the new Irish opera has already been delivered at the Savoy, where it was, a few weeks ago, placed in partial rehearsal, yet only two numbers of it are fully scored, and the opera must be completed by another hand.

Mr. Victor Cavendish.

The *World* states that Mr. Victor Cavendish has been appointed to the last remaining vacancy in the Ministry, namely, a Junior Lordship of the Treasury, previously held by Lord Stanley, who is now Financial Secretary to the War Office. The *World* adds:—Mr. Cavendish, following in the steps of his uncle, the Duke of Devonshire, is a Liberal Unionist, and has proved himself a useful man to his party since he was first returned for West Derbyshire, nearly ten years ago. The late Duke of Devonshire left Holker Hall to Mr. Victor Cavendish until he should succeed to the family honours, when it goes to his younger brother, Mr. Richard Cavendish. Mr. Cavendish will find plenty of connections in the Government, as besides being nephew and heir presumptive of the Duke of Devonshire, he is the son-in-law of the new Foreign Secretary, Lord Lansdowne. The appointment will cause a vacancy in the representation of the Western

division of Derbyshire, but at the general election Mr. Victor Cavendish was returned unopposed.

Naval Programme for 1901.

There is some talk of a large naval programme for 1901, and it is to be hoped, says a naval correspondent, that this talk will prove to have foundation. At least six battleships and as many high-speed armoured-cruisers should be taken in hand, while our authorities ought certainly to consider the introduction of a type resembling the *Neville* into our Navy. We want a moderate-sized high speed cruiser for despatch work and operations against torpedo flotillas. There is no British third-class cruiser, designed or in service, capable of steaming 21 knots, much less of equaling the 25 knots which the *Neville* is to obtain. Admiral Sir J. Hopkins, the late Commander-in-Chief in the Mediterranean, has only recently protested against the low speed of so many of our protected cruisers in the pages of the *Navy Journal*. He adds that the naval officer would prefer to these comparatively slow and ill-armed ships of cruiser with which Elswick has made us familiar. Whatever we lay down next year, rapid construction must be made a *sine qua non*.

Kew Bridge.

The rebuilding of Kew Bridge is making steady progress, although not much of it is visible yet to wayfarers across the temporary wooden structure that now spans the Thames here in place of the hunch-backed old bridge. Meanwhile some important decorations for the new granite bridge are being sculptured at Glasgow in the shape of shields bearing the arms of the three principal towns of Surrey, and surmounted by conventional decorative heads of "Father Thames." These shields are destined to fill the spandrels between the three arches of which new Kew Bridge will consist. The decorative idea is doubtless derived from the quite famous sculptured keystone-masks on the east and west sides of the central arch of Henley Bridge, the latter, a hundred years ago, of Horace Walpole's niece, Mrs. Dawson-Damer, for which she received the thanks of the Corporation of Henley-on-Thames. These beautiful heads represent Thames and Isis; the former a bearded face with quaffing fishes peeping out from its tangled locks; while Isis is a female face in the midst of bulrushes and other aquatic plants.

An Epidemic at Manchester.

Widespread interest—indeed, it is hardly too much to say widespread alarm—has been aroused by the discovery that the distressing malady known as periperal neuritis has reached epidemic proportions in Manchester, Salford, and Liverpool, while numerous cases have appeared in Chester and Birmingham. Nearly a thousand patients have been treated at the various hospitals, and it is believed that at least sixty deaths are directly attributable to this disease. The medical testimony as to the cause is, as usual, conflicting, yet there is a general consensus of opinion among the doctors and analysts who have taken the matter in hand that the malady is due to the presence of arsenic in the beer that had been consumed by the patients. The police do well in attending to these matters, for the ordinary citizen rarely has the public spirit to prosecute on account of a penny.

ian, and the Duke of Cambridge. The funeral cortège then proceeded to St. Paul's Cathedral by way of Pall Mall, Northumberland Avenue, the Victoria Embankment, and Queen Victoria-street, the whole route being lined by large crowds of spectators. At many business premises, notably those of the great steamship lines in Cockspur-street, flags were flying at half-mast; and though at some points the crowds were dense, the police had very little trouble in keeping the way clear, so quiet and respectful was the attitude of the people. Within the cathedral an immense congregation had assembled, and after an impressive service the coffin was lowered into the crypt and placed in the grave prepared for it. The benediction was pronounced by the Dean, and M. François Celler conducted the Savoy company, who sang "Brother, thou art gone before us," from the dead composer's "Martyr of Antioch." At a concluding voluntary Mr. Macpherson played that march from Handel's "Saul" whose dignity and pathos is surely unequalled by any later composer's. Most of the congregation stood until its close, and some of the ladies from the house in the Savoy were unable to conceal their emotion. The service from first to last had been most impressive; and under the spell of its influence the vast congregation slowly made its way into the streets of the city.

Half-penny News.

The shrieking of false evening halfpenny news at a penny, of fake Sunday penny news at twopence, has not been so common lately as it was a few months ago. But it is a nuisance that always tends to recur, and we must congratulate 697 K on having nobly sacrificed his penny in the cause of the other night at Forest Gate (no doubt he has since recovered it from his superiors as "petty cash"). "Terrible Murder at Forest Gate." "A Well-known Gentleman at Forest Gate Stabbed to Death" was the cry; but there was none of that in the paper. The two men who had been shouting offered three lines of defence to the policeman: (1) at any rate, there was a small paragraph about a Forest Gate schoolmaster's suicide; (2) at any rate, there were "winners"; (3) "hit me in the ear and let me go." To his credit, 697 K was inexorable, and to his credit, Mr. Baggally imposed twenty shillings fine or ten days on each man. The police do well in attending to these matters, for the ordinary citizen rarely has the public spirit to prosecute on account of a penny.

Cape Railways.

An official passenger at the Cape has positively ventured to do something displeasing to the Bond and the campaigners of disloyalty. No one, of course, has vetoed parole for prisoners of war, or proclaimed martial law, or forbidden the seditious Worcester Congress; any of those things would be "thorough" and therefore not to be thought of. But an official—a Cape official, it is true, not an Imperial one—the Manager of Railways, has declined to grant special trains or special cheap fares to the sedition-mongers who want to attend that Congress. It is a deserved rebuke upon Mr. Sauer, no doubt, who regarded the railways in a bond electioneer spirit when he was responsible for them. But fancy any loyalist having the pluck to act on the theory that it is not an official's duty to give disloyalty its head!

Great Britain and the U.S.A.

Inspired by an authoritative series of articles in the *Times* on engineering developments in the United States, Mr. R. W. Allen, an engineer of Bedford, went over to the States to see for himself. He gives some impressions of his visit in a letter to a contemporary. "Everywhere," he says, "I saw how far and away advanced they are over us in methods of construction, design, and magnitude. Their success is due to the extraordinary care and attention which are given to every minute detail, not one point being missed." Some of his axioms are worth the manufacturer's attention: "Unless we radically alter we shall be left behind. Every one in the States saves time, does his best for his employer, and has far more interest and pride in his work than the average Briton. From what I saw it is not only in engineering that we are behind; it is the same story in many branches of industry. They are a wonderful people, and there is no telling what they will control in time."

More Print.

Dr. Leyds made another speech in Paris the other day, unless it was M. van Hamel, the interpreter. The reports, it is true, say it was Mr. Kruger, and no doubt the voice was that mellifluous bark-cum-grunt of his. But the voice was represented to have said that Colonel de Villebois-Mareuil and his fellows always reminded Oom Paul of the Crusaders, and also have fired off "Chevalier sans peur et sans reproche." This from Oom Paul, who still firmly believes the world to be flat and knows no language but Dutch and the Boer by-blows of the same, is a very good second to his "Fluctuat nec mergitur" of the other day. Dr. Leyds is a great man. He also put Kruger up to dwelling on the "spontaneous and disinterested" work of the French Press; if he cannot follow the language Kruger was made to say, he can count the columns, which are impressively numerous. Yes; certainly Leyds gets value for his money, if mere print is value. But Kruger must be beginning to see that, whatever the world's shape, its inhabitants are not flats, and that print is about all he will get.

A Statue of Mr. Gladstone.

If they had only known! Mr. Acton has been sculpting Mr. Gladstone colossally, and he allowed an Italian of Saffron-hill to sit, not for "the altogether" as Trilby called it, but for the legs and their integuments. The aforesaid Latin had the assurance to value the loan of his understandings at £112, a sum which Judge Edge rightly decided to be excessive. A Turk might have exacted that amount by way of retribution for unkink remarks on Abdul, but the Italian displayed a deplorable ingratitude for Mr. Gladstone's famous pamphlet on the Neapolitan prisoners. And why oh why did not Mr. Acton get some devout Gladstonians to sit or stand by the hour together, and all for nothing? Mr. John Morley might have supplied a Home Rule right leg, Mr. Stevenson an Armenian left. Imagine their righteous satisfaction in murmuring, as they passed the heroic effigy, "But the trousers are mine." What is more, those garments would have been worth something to a Radical tailor to put in his shop-window. An Italian from Saffron-hill! Even the Imperial Perks would have been preferable to that.

Ibsen's Views on the War.

It has become a sort of accepted doctrine that the views of novelists, poets, and dramatists are better worth hearing on subjects of high foreign politics than those of mere ordinary human beings. At least it has become an accepted doctrine among the novelists, &c., themselves. Therefore, it is worth their while, whether or not it is worth anybody else's, to observe that Ibsen is on the side of the British in South Africa. He does not trouble about any questions of Outlanders wrongs, or the designs of the unscrupulous Chamberlain and Milner. He just roundly declares that the Boers are only being done by as they did. A

semi-civilized people, they robbed and pushed out the uncivilized native. The world, therefore, gains more especially as the Boers have long obstructed the spread of civilization. There is not much romance about this particular amateur politician, but there is a lot of hard truth.

Large Dimensions.

Some ladies resident in London have sent the Look-out Man of *Fairplay* a circular issued by Messrs. John Ruthen & Co., Cardiff, containing particulars of a new steamer, to be called the *Eastfield*, which is now building to the firm's order, and soliciting subscriptions to the Company which is to own and work the new boat. According to the first page of this circular the new steamer will have engines with cylinders "at ft. 35 ft. and 57 ft. in diameter—measurements as far in excess of ordinary measurements as the estimates of profits in circulars of this kind are apt to be of the final results.

AN AMUSING SUGGESTION.

The *Ostasiatische Correspondenz*, a news sheet which appears at irregular intervals in Berlin, and was formerly supposed to be inspired by Count von Billow's "nice gentleman," the Chinese Minister to Germany, appeared on Nov. 23 (says a correspondent of *The Times*) with a portentously long criticism of the demands of the Powers. The criticism is polite, melancholy, and discursive in style. The *cruel* in the demands of the Powers is the punishment of Prince Tuan and his exalted fellow-criminals by the death penalty. The writer of the article has an alternative suggestion. It is that the Powers should agree to such judgment as the "Son of Heaven" pleases to pronounce, which would be substantially as follows—

"The Emperor banishes the guilty persons for punishment to Europe or America for an indefinite period, requesting the German Emperor, the Tsar, the Queen of England, and the Sovereigns and Presidents of the Treaty Powers, as the case may be, to take these persons into custody. For instance, Prince Tuan and another of the ringleaders, or in fact several, could be assigned to Germany, others to Russia, England, France, Austria, Italy, and America—in short, to each of the Western Powers, on whose generosity the Emperor could depend for humane treatment (*sic!*) of the banished, especially in the case of the Imperial Princes, which treatment and atonement, in appealing to the better nature of the guilty, would make them ever mindful of their crimes. Pursuant to the edict of the Chinese Emperor, the banished should then be enjoined to study carefully the various departments of State, and the fields of military, political, administrative, industrial, and commercial economy, also morals and customs, not neglecting to learn the language of the people," &c. Finally the banished princes should be allowed to return.

The *Correspondenz* adds that this form of punishment would make a far more indelible impression on the Chinese than "the most cruel death by refined tortures." It would render the Chinese more receptive to Western culture and civilisation, not to mention the report to the Emperor at Peking. "The innocently shed blood of a Ketteler and of many other Christian martyrs would thus become a blessing in disguise."

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THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/- and 4/- In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

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THE HONGKONG TELEGRAPH, WEDNESDAY JANUARY 2, 1901.

The Share Market.

LATEST QUOTATIONS:
(January 2nd).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation.	\$125	350% premium
The Bank of China & Japan, Limited. (Preference).	\$ 5	Nominal
The Bank of China & Japan, Limited. (Ordinary).	\$ 4	£1
The Bank of China & Japan, Limited. (Deferred).	\$ 1	£5.5 buyers
National Bank of China, Ltd.	\$ 8	227 buyers
Do. Founders.	\$ 1	£20
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	\$ 50	£245 buyers
China Traders' Ins. Co., Ltd.	\$ 25	£50 buyers
North China Ins. Co., Ltd.	\$ 25	Tls. 172 sellers
Yangtze Ins. Assoc. Ltd.	\$ 6	810 sellers
Canton Ins. Office, Ltd.	\$ 50	£145 buyers
Straits Ins. Co., Ltd.	\$ 20	£1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	£295 sellers
China Fire Ins. Co., Ltd.	\$ 20	£80 sales
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.	\$ 15	£331 sales and [buyers]
Indo-China Steam Navigation Co., Ltd.	\$ 10	£88 ex div.
China & Manila S.S. Co., Ltd.	\$ 50	£65 [buyers]
Douglas Steamship Co., Ltd.	\$ 50	£27
China Mutual S. N. Co., Ltd. (Pref.)	\$ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Oriary.)	\$ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Oriary.)	\$ 5	£60 buyers
Star Ferry Co., Ltd. ("Shell" Transport & Trading Co., Ltd.)	\$ 25	£47 (new issue) [buyers]
Rofineries.		
China Sugar Refining Co., Ltd.	\$100	£19 sellers
Lunan Sugar Refining Co., Ltd.	\$100	£39 buyers
Mining.		
Punjom Mining Co., Ltd.	\$ 8	£3 sellers
Punjom Mining Preference Shares	\$ 1	£1 sellers
Société Française des Charbonnages du Tonkin	Frs. 250	£350 sellers
Queen Mines, Ltd.	25 cts.	5 cents
Jebele Mining and Trading Co., Ltd.	\$ 5	£6
Raub Allan Gold Mining Co., Ltd.	175.00	£47
Oliver's Freshfield Mines, Ltd. A.	\$ 5	£2
Olivers Freehold Mines, Ltd. B.	\$ 5	£14
Great Eastern & Caledonian Gold Mining Co., Ltd. (Do. (Preference))	\$ 5	5 cents
Docks, Wharves and Godowns.	£1	30 cents
Hongkong & Whampoa Dock Co., Ltd.	\$125	£80% premium [buyers]
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	£91
Wanchai Warehouse & Storage Co., Ltd.	\$ 37	£64 buyers
New Amoy Dock Co., Ltd.	\$ 6	£21
Lands, Hotels and Buildings.	10	£10 sales
China Provident Loan & Mortgage Co., Ltd.	\$100	£93 buyers
Hongkong Land Investment & Agency Co., Ltd.	\$ 10	£75 sellers
Kowloon Land and Building Co., Ltd.	\$ 30	£28 [buyers]
West Point Building Co., Ltd.	\$ 50	£50 sales and £125 sellers
H'kong Hotel Co., Ltd.	\$ 50	£82
Oriente Hotel Co., Ltd.	\$ 10	£11.75 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 100	£100 Cotton Mills.
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	£21 sellers
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 45 buyers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 35
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 55 buyers
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 30
Cigar Companies.		
Alhambra, Limited	\$500	200% premium
La Comercial, Ltd.	\$500	100% premium
Hensiana Limited	\$500	10 sales
La Favorita	\$500	40% premium
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	£194 sales
China-Borneo Co., Ltd.	\$ 75	£33
A. S. Watson & Co., Limited.	\$ 10	£16 sellers
Watkins, Limited	\$ 10	£12½ sales
Hongkong Electric Co., Limited.	\$ 10	£11.8 buyers
Hongkong Electric Co., Limited.	\$ 5	£5.50 buyers
Hongkong Rope Manufacturing Co., Ltd.	£10	£11.8
Gas Co., Ltd.	\$ 10	£10 sellers
Hongkong Electric Co., Ltd.	\$ 5	£5.50 buyers
Hongkong Ice Co., Ltd.	\$ 10	£10 sellers and £100 buyers
Hongkong High Level Tramways Co., Ltd.	\$ 100	£100 sales and £125 buyers
Dairy Farm Co., Ltd.	\$ 6	£7 buyers
Hongkong and China Baker Co., Ltd.	\$ 5	£50 buyers
Chapman, Moore and Co., Ltd.	\$ 10	£20
Bell's Asbestos Eastem Agency, Ltd.	£1	£12½ buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	£38
Carmichael & Co., Ltd.	\$ 40	£38
Tobras Planting Co., Ltd.	\$ 5	£33
Universal Trading Co., Ltd.	\$ 5	£5.50
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VISITORS AT THE HONGKONG HOTEL

Ackerman, Mr. C.	Kono, Mr.	Loosok, British steamer, 1,012, J. B. Jackson, 28th Dec.—Bangkok 24th Dec., Rice and Teak Wood.—Butterfield & Swire.
Anderson, Capt. A.	Koops, Capt. A.	MICHAEL JENSEN, German steamer, 710, J. Jessen, 28th Dec.—Haiphong 25th Dec. and Hoihow 27th, Rice.—Jebens & Co.
Aitken, Mr. J. H.	Kuengle, Mrs. and family	MONKSATON, British steamer, 1,776, Davis, 21st Dec.—Moj 25th Dec., Coals.—Order.
Aubyn, Miss St.	Kynoch, Mr. John	PAKLING, British steamer, 3,875, E. C. W. Warrell, 25th Dec.—Manila, 23rd Dec., Ballast.—U. S. Government.
Bailey, Mr. W. S.	Lumbton, Mrs. R. S.	PEIVANG, German steamer, 867, Kuhler, 28th Dec.—Moj 22nd Dec., Coals.—Siemssen & Co.
Bancroft, Capt. & Mrs.	Levey, Mr. A.	PERLA, British steamer, 1,265, R. W. Almond, 21st Dec.—Manila 28th Dec., General.—Shewan, Tones & Co.
Bell, Mr. and Mrs. O.	Little, Major, W. R.	PROTECTOR, British gunboat, 920 tons, Capt. W. Creswell, R.N., C.M.G., Hongkong.
Beringer, Mr. F. J. G.	Littledale, R.E., Major R. P.	Redpole, British gunboat, 85 tons, 6 guns, Lieut.-Com. C. F. Corbett, Shanghai.
Bisett, Mr. D. G.	Long, Mr. and Mrs. D. M. Macadamy, Dr. J.	Robin, British river-gunboat, 2 guns, Lieut.-Com. G. G. Webster, Samshui.
Black, Mr. E.	Mallory, Lt.-Col.	Roxario, British sloop, 680 tons, 6 guns, Comdr. Hamilton, Shanghai.
Bonner, Mr. F.	Marshall, Capt. T. R.	Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, Hongkong.
Branch, Mrs. B.	Martin, Mrs. A.	Snipe, British gunboat, 85 tons, 2 guns, 100 men, Comdr. Oldham, Shanghai.
Bruce, Admiral	McCarthy, Mr. J. H.	Tiger, German gunboat, 900 tons, 10 guns, Comdr. Philmore, Hongkong.
Lady, and maid	McQuaid, Mr. J. H.	Tokk, torpedo-boat destroyer, 120 tons, Lieut.-Comdr. Baumer, at Taku.
Bruce, Capt. and Mrs.	McCormick, Mr. J. H.	Torpedo-boat, 250 tons, 100 tons, 8 guns, Comdr. Schack, at Swatow.
Brue, Captain and Mrs.	McQuaid, Mr. J. H.	Torpedo-boat, 300 tons, 100 tons, 8 guns, Comdr. von Mittelstädt, at Shanghai.
Brue, Captain and Mrs.	McQuaid, Mr. J. H.	Weissburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeister, at Amoy.
Brue, Captain and Mrs.	McQuaid, Mr. J. H.	Ward, German battleship, 10,100 tons, 40 guns, Capt. Baumer, at Hankow.
Brue, Captain and Mrs.	McQuaid, Mr. J. H.	Seadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Taku.
Brue, Captain and Mrs.	McQuaid, Mr. J. H.	Tiger, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Taku.
Brue, Captain and Mrs.	McQuaid, Mr. J. H.	Tokk, torpedo-boat destroyer, 120 tons, Lieut.-Comdr. Baumer, at Taku.
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Brue, Captain and Mrs.	McQuaid, Mr. J. H.	Tiger, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Taku.
Brue, Captain and Mrs.	McQuaid, Mr. J. H.	Tokk, torpedo-boat destroyer, 120 tons, Lieut.-Comdr. Baumer, at Taku.
Brue, Captain and Mrs.	McQuaid, Mr. J. H.	Torpedo-boat, 300 tons, 100 tons, 8 guns, Comdr. von Mittelstädt, at Shanghai.
Brue, Captain and Mrs.	McQuaid, Mr. J. H.	Weissburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeister, at Amoy.
Brue, Captain and Mrs.	McQuaid, Mr. J. H.	Seadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Taku.
Brue, Captain and Mrs.	McQuaid, Mr. J. H.	Tiger, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Taku.
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